Timeline Leading to the TWIC Reader Qualified Technology List Initiative

Compiled by Identification Technology Partners (IDTP)

July 2013 – TSA publishes the initial TWIC Reader QTL list with three (3) TWIC reader products included.

April 2013 – TSA conducts an industry day to update status of the TWIC Reader QTL initiative for the information of all interested parties.

November 2012 – The National Institute of Standards and Technology (NIST) announces three laboratories from the NVLAP are available for QTL reader vendor testing.

October 2012 – Certification visits by TSA at test laboratories sites for the QTL process.

September 2012 – TSA conducts a workshop for TWIC reader manufacturers to introduce the QTL testing program to those manufacturers that would be interested in having their products listed on the QTL.

July 2012 – TSA conducted training sessions for three National Voluntary Laboratory Accreditation Program (NVLAP) laboratories on QTL report generation software.

June 2012 – TSA conducts a workshop for TWIC reader certification laboratories.

June 2012 – TSA announces the Qualified Technology List (QTL) testing program along with documentation covering administrative and approval procedures.

May 2012 – TSA publishes a clarified version of the *TWIC Reader Hardware and Card Application Specification*.

February 2012 – TSA issues its *TWIC Reader Pilot Program Final Report* to Congress as required by the SAFE Port Act. The key report finding was that TWIC readers function properly when designed, installed and operated in a manner consistent with the characteristics and business needs of the facility or vessel operation. It also found that reader systems can make access decisions efficiently and effectively.

November 2009 – TSA and NIST begin development of a conformance test framework for TWIC readers that will be conducted by accredited laboratories participating in the National Voluntary Laboratory Accreditation Program (NVLAP). This program is intended to replace the limited ICE testing program that supported the TWIC reader pilot with a more rigorous on-going testing program that would include publication of a Qualified Technology List (QTL) of conformant TWIC readers for use by maritime operators.

March 2009 – The Coast Guard issues an Advanced Notice of Proposed Rulemaking (ANPRM) to open public dialog on the use of TWIC readers. The ANPRM proposed that operators in the highest risk group perform biometric verification at every entry transaction. Operators in the middle risk group would perform electronic card validation at every entry transaction with additional biometric verification performed randomly at least once a month. Operators in the lower risk group would continue to rely on visual inspection of TWIC cards.

October 2008 – TSA publishes its first list of eight (8) TWIC reader products successfully tested under the Initial Capabilities Evaluation (ICE) program. This list has been periodically updated based on on-going testing and currently includes forty (40) products.

June 2008 – TSA issues a Broad Agency Announcement (BAA) entitled *TWIC Reader Pilot Initial Capability Evaluation (ICE)* and invited reader manufacturers to submit products for testing. The purpose of the testing program was to support the pilot test of TWIC readers mandated by the SAFE Port Act. TSA announced that it will conduct an initial evaluation of readers to determine their ability to read a TWIC, and from this evaluation, establish a list of readers from which the port, facility, and vessel pilot test participants can choose and acquire the readers best suited for their needs. Under this announcement, TSA also announced that it will conduct more extensive laboratory testing of reader functionality and environmental specifications on a limited number of reader devices.

May 2008 – TSA published the *TWIC Reader Hardware and Card Application Specification* which included functional, electrical, safety and environmental requirements for TWIC reader hardware as well as TWIC card application software and data formats based on NMSAC recommendations. The specification also included a PIV-compliant card application that was interoperable with PIV reader devices.

February 2007 – NMSAC submits its *Recommendations on Developing a Contactless Biometric Specification for the Transportation Worker Identification Credential* to DHS. The report included a summary of maritime operating requirements and a proposed technical specification for TWIC readers.

January 2007 – The Coast Guard issues its *Final Rule for TWIC Implementation in the Maritime Sector* covering TWIC enrollment and issuance. The rule excluded requirements for readers which were to be addressed in future rulemaking.

November 2006 – DHS requests that the National Maritime Security Advisory Committee (NMSAC) establish a working group to assist DHS in two areas: (1) to make sure that the Federal Government understands the full operational impact card readers will have on the maritime industry; and (2), to ensure that the Government fully understands the environmental extremes encountered in the maritime environment on a daily basis. The specific task required that NMSAC develop a contactless biometric reader specification for the Department. NMSAC agreed to accept the task and form a TWIC working Group (TWG).

October 2006 – The *Security and Accountability For Every Port Act of 2006* (SAFE Port Act) was signed into law. The legislation directed TSA to ''test the business processes, technology, and operational impacts required to deploy transportation security card readers at secure areas of the marine transportation system.'' The law required the test to be conducted in a minimum of five geographically distinct locations.

August 2006 – TSA and Coast Guard issue a Federal Register notice stating that after reviewing several letters from Members of Congress, they have concluded that facility and vessel owners and operators will not be required to purchase or install card readers during the first phase of the TWIC implementation. Additionally, a requirement to purchase and install card readers will not be implemented until the public is afforded further opportunity to comment on that aspect of the TWIC program.

May 2006 – TSA and the Coast Guard issue a joint *Notice of Proposed Rulemaking for TWIC Implementation in the Maritime Sector.* Reader locations were not specified in the proposed rule. Instead, owners/operators would determine where readers are located, based on the security plan and the performance standards established in the NPRM. The Coast Guard proposed that owners/operators be required to electronically verify a person's identity and verify that the credential remains valid, and has not been altered or counterfeited. In the proposed rule, owners/operators must implement at least one TWIC reader that meets TSA-approved standards, which were planned for incorporation in the final rule. The NPRM states that "All of the significant components of the TWIC system align with FIPS 201". The NPRM estimated the TWIC holder population at 750,000.